5/12/00

Dear RAB Members:

Enclosed please find a copy of the minutes of the April 19, 2000 RAB meeting. If you have any questions or concerns please contact me at (401)841-7714.

Very truly yours,

Michele Imbriglio

Michele Imbriglio
RAB Secretary

Copy to: (w/enc)
Dr. D.K. Abbass
Dr. Richard Ayen
Ms. Barbara Barrow
Mr. John R. Bernardo, III, Esq.
Ms. Mary A. Blake
Dr. David W. Brown
Mr. Richard D. Coogan
Mr. Paul A. Cormier
Mr. Thurston Gray
Mr. Byron Hall
Ms. Susan Hester
Mr. Eugene Love
Ms. Elizabeth Mathinos
Mr. Joseph Mello
Mr. Thomas McGrath
Mr. James E. Myers
Mr. John Palmieri
Mr. Howard L. Porter
Mr. Emmet E. Turley
Mr. John Vitkevich
Ms. Claudette Weissinger
Ms. Mary Philcox
Mr. David Egan
Mr. Paul Kulpa, RIDEM
Mr. Richard Gottlieb, RIDEM
Ms. Kymberlee Keckler, EPA

CDR R. L. Freitag, Jr., NAVSTA
CAPT H. L. Schwind, NAVSTA
CAPT Jon Wyman
Hon. Paul W. Crowley
Hon. June Gibbs
Mr. Joseph McEnness
Mr. Paul Russell
Mr. Charles Salmond
Mr. John Torgan
Mr. Jim Shafer
Ms. Beth Timm, ATSDR
Mr. Gregg Tracey, SAIC
Councilman Dennis McCoy
Dr. David Kim
Mr. Brian Bishop
Brother Joseph
Newport Public Library
Middletown Free Library
Portsmouth Free Public Library
Mr. Bob Jones, Groton
Mr. David Sanders, NAVSTA
Mr. David Dorocz, NAVSTA
Ms. Melissa Griffin, NAVSTA
Ms. Shannon Behr, NAVSTA
Mr. Rick Machado, NUWC
Ms. Sarah White, EPA
Ms. Jennifer Stump, Gannett Fleming
Mr. Tim Prior, USF&WS
Mr. Ken Finkelstein, NOAA
Ms. Diane Baxter, TtNUS, Wilmington
Mr. Matt Weaver, Green Light Foundation
Dr. Robert Quigley
Mr. Robert Gilstein
Ms. Amrita Roy
Ms. Virginia Lee
Ms. Arlene Kalewski

NAVAL STATION NEWPORT
RESTORATION ADVISORY BOARD MEETING
April 19, 2000

MINUTES

On Wednesday, April 19, 2000, the NAVSTA Newport Restoration Advisory Board (RAB) gathered at the Officers' Club for its monthly meeting. The meeting began at 7:00pm and ended at 9:10pm.

In attendance were Kathy Abbass, Claudette Weissinger, Emmet Turley, Barbara Barrow, Esq., Thomas McGrath, Richard Coogan, David Brown, Liz Mathinos, Susan Hester, Capt. Herb Schwind NAVSTA, Melissa Griffin NAVSTA, Shannon Behr NAVSTA, David Sanders NAVSTA PAO, Greg Kohlweiss NAVSTA PAO, Jim Shafer NORTHDIV, Paul Kulpa RIDEM, Kymberlee Keckler USEPA, Sarah White USEPA, James Grasso PROVGAS, Gary Munroe PROVGAS, Judy Iwanski PROVGAS.

CAPT H. L. Schwind opened the meeting and welcomed the group.

MEETING MINUTES

March meeting minutes were approved.

COMMITTEE REPORTS FROM COMMUNITY MEMBERS

Project Committee-Emmet Turley Committee Chair: Emmet has continued his research on dredging and has found several interesting articles. A summary of commonly asked questions about dredging is attached. See Enclosure (1).

Planning Committee-John Palmieri Committee Chair: No report, as committee chair was not present.

Membership Committee-Howard Porter Committee Chair: No report, as committee chair was not present.

Public Information-Claudette Weissinger Committee Chair: Work on the newsletter is progressing. The main article is nearing completion and the newsletter will be printed soon.

ACTIVITY UPDATE-James Shafer

James Shafer gave a brief status report on various IR sites as follows;

Old Firefighting Training Area-Offshore: A final Ecological Risk Assessment (ERA) report was submitted April 28. A draft final Remedial Investigation Report (RI) is planned for July 2000. See Enclosure (2)

Old Firefighting Training Area-Onshore: Draft background soil investigation report in May. Arsenic and other metals are in the soil-specific to this site. See Enclosure (2)

McAllister Point Landfill-Offshore: A Record of Decision (ROD) was signed by the USEPA on 3/1/00. Notice of availability of the ROD was published in the local newspaper. Deadlines for Remedial Design documents is as follows; 35% Remedial Design Workplan-1 May 00; 60% Remedial Design Workplan-20 July 00; 85% Remedial Design Workplan-4 Jan 01; Project Closeout Report-30 Aug 02. See Enclosure (2)

McAllister Point Landfill-Onshore: Quarterly monitoring of landfill gas and groundwater continues. Next sampling event will be in Spring 2000. See Enclosure (2)

Tank Farm 5: Two additional bedrock wells have been installed. Laboratory data results were received on March 21, 2000. Data report will be submitted April 21, 2000. See Enclosure (2).

Derecktor Shipyard-Onshore: - Building 42 Sump removal is scheduled for late April 2000. A removal action report will be submitted in the Summer of 2000. See Enclosure (2).

Derecktor Shipyard-Offshore: Funding for remediation planned for FY05/06. See Enclosure (2).

Melville North Landfill: Excavation and off site disposal of material is in progress. A total of 93,000 tons of material have been shipped offsite. Project is scheduled to be completed in the Spring 2000. See Enclosure (2).

Gould Island: Installation Restoration Field Work began in April 2000. Analytical results are due in May 2000. Report is due July 2000. See Enclosure (2).

TAG REPORT

There is no report.

Reuse of Former Robert E. Derecktor Shipyard-PROVGAS

The Navy is a customer of Providence Gas. There are several gas boilers as well as a large central heating plant. Several months ago the Navy was approached by Providence Gas with a proposal for a rather unique public/private venture. The Navy reviewed the proposal locally; environmental analysis, economic analysis, real estate issues, etc. The proposal was passed up the Navy Chain of Command for review as a matter of policy. It was decided that the PROVGAS proposal has merit and the Navy should go ahead at the local level (Newport) with the next step.

PROVGAS was contacted and advised that the Navy had agreed in concept and Newport has the go ahead to enter into discussion with them and begin the various analyses to move the project forward. RIDEM and EPA were contacted for their input as the proposal involves use of an IR site. PROVGAS was asked to be here this evening to present the proposal to the RAB.

James Grasso was introduced to the RAB. He is responsible for Public and Government Affairs for Providence Gas. Judy Iwanski, Director for Public and Government Affairs and Gary Munroe, Director of Systems Planning were also introduced. Mr. Munroe is responsible for the gas coming into the system through to the distribution to the customer.

Natural gas use on Aquidneck Island has a historical load growth of approximately 3% per year. In order for PROVGAS to meet this load growth, the options available on the island have to be looked at. There are system constraints due to the size of the pipelines on the island. Several methods of supplementing the system constraints have been looked at in order to address the capacity that is needed during peak times. Peak times are the coldest days of the year. Typically, there are few peak times per year but they are the times when pressure flow in the system is reduced.

An extensive search is conducted to locate a peak supply station. The station must be optimally located to enhance the system and be compatible with the community. For various reasons PROVGAS approached the Navy regarding reuse of this site. This site is located a few hundred feet from the existing

steam plant. This is a preferred site due to the proximity of the pipeline system. PROVGAS will own and operate the facility on the site.

A natural gas transfer station is the location at which gas is transferred from a trailer truck directly into the pipeline system at the location it is needed most. There are similar facilities located throughout the United States. The process involves a trailer truck of liquefied natural gas pulling up to the station, connecting to the vaporizers, unloads the liquefied gas, it is vaporized, odorized and pumped into the pipeline system. The truck disconnects and pulls away. This particular facility will most likely only be in use 8-10 days per year. There is a similar facility in Westerly, RI, which has been in operation for 6 years. The Westerly facility is in operation approximately 4-5 days per year.

LNG is super-cooled natural gas. Vaporized natural gas becomes liquid when it is cooled. LNG is much easier to transport. LNG is highly regulated by the United Stated Department of Transportation (US DOT), the Rhode Island Department of Transportation (RI DOT), Public Utilities Commission and a number of other regulatory bodies. LNG has an enviably safety record for both transportation and usage. PROVGAS has a very successful 28-year history in the State of Rhode Island.

The benefits of the facility are as follows:

-it is a natural gas facility, which is very clean burning and efficient;

-it will be able to accommodate both present and projected demands;

-the natural gas supply on Aquidneck Island will increase;

-the facility will allow the Navy to go from an interruptible gas supply to a firm supply of gas, this means that at peak times during the year the Navy will be allowed to continue to burn gas as opposed to switching over to oil;

-the Rhode Island Public Transit Authority (RIPTA) has committed to several natural gas vehicles and busses for Newport, this facility will enhance the fueling stations.

Gary Munroe took over the presentation to give the physical description of the transfer station.

The concept is to try to build something that fits with the environment and does not have a major impact on the existing site. The Derecktor site has an existing concrete slab. The transfer station will be constructed on this slab. A pre-fabricated concrete building (comparable to a mobile home in size) will be brought to the site. The heating devices, boilers, odorizers and control equipment are located inside this building. The vaporizing equipment is attached to this building. The vaporizers transfer the heat from the boilers and heat the LNG, thereby returning it to a vaporized (gas) state. It is then injected into the pipeline system.

The truck would drive into the facility, connect to the vaporizer, unload the LNG, disconnect and drive off. The design of the facility is such that it is essentially dormant unless a truck is there to unload LNG. The trucks would only be there on the coldest days of the year, approximately 8-10 days per year. When the facility is in operation, there will be 2 PROVGAS personnel in the building and the truck driver. The station is electronically connected to Providence. It is the Providence location that makes the determination that gas is needed at this facility.

A fence would be constructed around the site and anchored to the concrete for security purposes. All operations will take place inside the fenced perimeter.

A pipeline will need to be constructed from the concrete building to the existing pipeline system.

Navy and local fire department personnel will be provided with LNG training by PROVGAS.

RAB concerns and questions were as follows: Where does the pipeline originate on Aquidneck Island? The pipeline comes into Portsmouth through the Sakonnet Bay and continues through Middletown into Newport. It was explained that the Portsmouth facility will remain operational year-round. The proposed facility at Newport will be enhancement for the Portsmouth facility on the coldest days of the year.

What routes will the delivery trucks be taking? It is possible for the trucks to come over the Newport Bridge and in through Gate 1. It is more likely that the trucks will come

down Route 24 to Defense Highway and in through Gate 11. There should only be 8-10 deliveries to the facility during the year.

Will natural gas vehicles increase the gas demand such that more deliveries would need to be made to the proposed facility? If there is increased demand then yes, activity will increase at the proposed facility. This however, is not likely at the present time. There will be greater demands on the system once Middletown High School is put on the system and other conversions are made.

Have any projections or studies been conducted on how large a conversion might be made? No studies have been conducted yet. The 8-10 delivery estimate is based on the operation of the current system. The demand also relies heavily on the weather. If there is a mild winter, then the current system is able to support the demand.

What other operations will take place near the proposed facility, how far out is the safety zone? The site is designed specifically to the operations that will take place there. The fence identifies the safety zone area.

Are other similar facilities located right on the water, as this one would be? What will be done to protect the bay if there is a spill? Providence, which is a storage facility, is right on the water. Duke Energy owns the Providence facility. Some of the trucks that come here will be filled at Providence. The design of the facility is protection against a spill entering the bay. There is a square pad area that the truck pulls into. This pad is designed to hold the volume of the truck plus 10%. This area is called an impound area or collection area. Additionally, the gas is super-cooled and evaporates as it warms with the surrounding air.

What precautions would be taken on icy roads when deliveries are needed? The trucks are double hulled trucks. There is a nickel tank inside, a layer of insulation and a steel outside hull. There have been accidents on Route 128 but no leakage. The trucks are built to avoid leaks. The scheduling of deliveries would coincide with the predicted weather.

Captain Schwind advised that everyone shares the safety concerns expressed by the RAB, however, when PROVGAS cannot meet the demand of residential customers due to the Navy's gas demand, the Navy must switch to oil. When this occurs, numerous

oil trucks must make several daily deliveries to the Naval Station to meet the fuel needs.

It was noted that PROVGAS has a successful 28-year history. There is rigorous training for all PROVGAS drivers. The drivers must meet all current regulations to operate the vehicles.

What will the Navy receive in return for the use of this land? PROVGAS will have an easement on the property. The easement rights will run concurrent with PROVGAS' utility services contract to supply gas to the Navy.

When choosing a location for a facility of this type, several options need to be looked at. The facility must be located at the optimal point in the existing pipeline where it will provide the most pressure increase to the system. The facilities are usually not welcome in residential areas.

What makes this site attractive to PROVGAS? What makes this venture attractive to the Navy? This location is attractive because it is close to the existing pipeline. Approximately 600' of pipeline will need to be laid to connect the proposed facility to the existing line. The site is at the furthest point on the island from the initial gas line source thereby allowing for the best pressure increase. This is attractive to the Navy because energy is the single largest operating expense at the Naval Station. Energy studies have been done at the base. Currently, the base has a central heating plant that generates steam, which is distributed to the outlying buildings. The puffs of steam that can be seen on the base are wasted energy. It was recommended in the energy study that rather than burning the gas and distributing the steam to outlying buildings, it would be far more efficient to deliver the gas to the buildings and burn it there. The problem is that the gas supply to the island is not sufficient to accomplish this. The Navy's principal motivation is to get access to more gas, which would allow us to decentralize our steam plant and generate energy cost savings.

The Navy felt this would be a compatible use of an IR site. However, many steps still need to be taken. The Navy has to comply with the National Environmental Protection Act (NEPA). The Navy must evaluate different alternatives for the proposed action.

Would the clean-up standard for this proposed venture be less stringent and more of a brownfield approach? EPA looks

very favorably on beneficial re-use of Superfund Sites that have been remediated. One of the things the EPA is considering after the removal actions are complete on Derecktor is to actually close that site out under Superfund. However, the offshore component would still have to be completed.

What is the area of the proposed facility? The site has an approximately 7 acre concrete slab. This would be the area used for the facility. The addition to the pipeline would be located underground. There will be no offshore pier activity.

How many PROVGAS personnel will be there when a delivery is made? What are their functions? A professional driver and two PROVGAS trained personnel will be at the site. The truck driver's responsibility is to drive the truck. The PROVGAS personnel connect the lines from the truck to the facility.

What about putting a storage facility here? A storage facility is not proposed for this site. It would not be economically feasible for this area. If at some point far in the future a storage facility were needed, the permitting process would have to be redone. This facility is only going to be permitted for the operations as described previously.

Will there be more opportunities to give presentations and answer questions from the community? PROVGAS is working with Town Managers and community leaders. PROVGAS will be responsive to public concerns and questions.

What is the turn around time? The projected completion date is November 2001. Permitting applications are being prepared and submitted. Onsite construction work is planned for August 2001.

Is an Environmental Impact Statement being prepared? An Environmental Assessment (EA) will be performed. Depending on the findings, the Navy will go to a FONSI or the EA could become a draft environmental impact statement (EIS). PROVGAS has hired a consultant to complete the NEPA work.

The Navy was left with a large clean-up bill after Derecktor Shipyard closed. What assurances are there that this will not happen with this facility? The clean up of this facility would entail a crane coming in and taking the building away. This is not a big operation. Operations at this facility other than those that have been discussed this evening would

need to go through the same process permitting process and discussion that this proposed facility is now going through. PROVGAS is in the gas distribution business there are no manufacturing process with their operations. See Enclosure (3).

NEXT MEETING

The next meeting of the Restoration Advisory Board (RAB) is scheduled for Wednesday, **May 17, 2000**, at 7 p.m., at the Officers' Club. The agenda will include an Environmental Restoration, Navy (ER,N) Funded Project Update and a Natural Resource Damage Assessment.

Enclosures:
(1) Project Committee Report
(2) Activity Update
(3) Aquidneck Natural Gas Transfer Station

April 19,2000

To: Restoration Advisory Board

From: Project Committee

Subject: Dredging-Common Questions

How long has dredging an issue for Rhode Island water?

Dredging has been an issue in Rhode Island for over twenty-five years. During that time, very little dredging has occurred. In 1996 the State made a renewed effort to provide focused direction to the work to resolve this longstanding problem. As part of this effort, The Marine Infrastructure Maintenance Act of 1996 designed the Coastal Resource Management Council (CRMC) as the State's lead agency for dredging to provide leadership on the issue.

What is Dredging?

Dredging is defined as moving material from underwater to another location, using a floating plant. This equipment can be a barge with a backhoe or crane that digs with a clamshell bucket, known as a mechanical dredge. It can be a vessel made of pontoons that move material from the bottom using pumps and a cutting mechanism, known as a hydraulic dredge. It can be an actual ship, whose entire hold is an open hopper, which sucks bottom material into itself while underway, then sails to another location and empties the hopper, either by opening the bottom and letting the material drop into an environmentally approved placement site, by pumping the material out onto a land based holding area, or by spraying a fine mist of material onto land to replenish a beach.

Why is dredging necessary?

Dredging is performed to maintain shipping channels, to clear dying lakes of siltation, to mine minerals, such as sand and gravel, phosphate and even gold and diamonds. An important, burgeoning use for dredging is in environmental cleanup.

ENCLOSURE (1)

What are the potential problems associated with dredging?

First, if not properly planned, the dredging process can have temporary adverse effects by stirring up sediments, which may be contaminated, and by reducing levels of oxygen in the water. Second, if not properly sited, the placement of dredged material can be problematic. The composition of the sediment varies greatly depending upon the environment from which it is dredged. The sediment may be composed of sand, silt, clay, or rocks. It may be contaminated because of the area from which it is taken. Designating an appropriate use or disposal option for the varied types of dredged material is the principal problem associated with dredging.

How are these problems addressed?

Environmental scientists have been researching dredged material management for about 30 years, and effective means for managing dredged materials have been developed. They have striven to mitigate environmental problems with technological advances in the equipment that is used for these processes, as well as with improved management techniques. Dredged material has been viewed as a resource whenever possible, and extensive sediment composition analyses have been developed to match dredged sediments with an appropriate use or disposal option.

Why is dredging such an important issue today?

An effective dredging program is critical because the State has a large backlog of dredging needs. Very little dredging has been done since the 1970s, when Federal and State environmental programs increasingly regulated dredging, and litigation closed the previously used Brenton Reef site. Since then, conflicts between federal regulations, and the interests of fishermen's organizations and environmental groups have brought about a stalemate on this issue. Substantial shoaling has occurred in the last 25 years, and it has significantly limited the safe use of the State's port, harbors, and marine facilities, bringing economic hardship on all who are dependent on their timely maintenance.

What has been accomplished on the dredging issue since 1996?

After many years of dead lock on the dredging issue, 1996 showed some progress as the Marine Infrastructure Maintenance Act of 1996 was passed and designated CRMC as the State's lead agency for dredging. The R.I. General Assembly also mandated in this Act the CRMC "identify and establish one or more in-water disposal sites to be used for the purpose of disposal of dredge materials from marinas and yacht clubs" by Jan. 1, 1997. By Jan. 1, 1998, the Act required the establishment of "one or more in-water disposal sites to be used for the purpose of disposal of dredge materials from all (other) sources."

Governor Lincoln Almond created the Governor's Commission on Dredging by executive order 96-4 on March 13, 1996. This commission brought together many stakeholders concerned with the dredging issue, and kept their focus on the need to resolve there differences so that responsible action may occur. Of interest, during the 1998-99 Stakeholders involved with the Quonset Point Port Proposal could not reach a consensus on the need for dredging and sites for disposal of dredge material.

What must be accomplished in the future?

Despite many efforts to resolve the issue of dredging, and a few moments of optimism during each attempt, only a little of the dredging needs have been addressed. However, the momentum on this issue must be maintained until there is a comprehensive long-term dredged materials management program in place in Rhode Island.

REFERENCES

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R.I.C.R.M.C., Wakefield, R.I.

Dredging and Disposal
Planning and Design
Anchor Environmental, LLC
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R.I. Boating, April 2000

Submitted by:

Emmet E. Turley,
Chairman

Dredging red tape endangers marinas

The controversy about dredging in Narragansett Bay continues to drag on. There are two facets to the brouhaha: dredging the Providence River and dredging elsewhere in the Bay — private and public marinas.

The issue is where to put the spoil or dredged material. It's very expensive to dump on land, far less expensive to find locations in the Bay to put the spoil.

Because of the polluted nature of the material to be dredged out of the Providence River, environmentalists and some others aren't keen on moving that material in the Bay. On the other hand, marina and yacht club owners say the spoil that has been building up under their docks offers no damage to the environmental.

Boaters have a concern on this latter situation. Over the years the buildup of silt in marina basins has become a factor that can't be stymied much longer. As the silt builds up, docks become unusable. Marinas and yacht clubs — and their customers — have a considerable stake in getting the basins dredged. But few can afford to have the dredged material carted off to a land dump. In-water disposal is a necessity.

If silt continues to increase and dock spaces are lost, prices for docking is going to start to escalate. And if on-land disposal is used, the cost of doing business will increase dramatically.

In short, boaters will need to see boat basin dredging be dumped in approved sites in the Bay.

The overall situation recently was reviewed in the Providence Business News. In the Page One article, author Brian Gormley summarized the issues at hand. That newspaper has given *Rhode Island Boating* permission to reprint most of the article here:

Boats in the water could be boats in the sand if silt continues to rise.

When J. Michael Keyworth wakes up in the morning, his first thought is of high tide.

As general manager of Cove Haven Marina in Barrington, at Bullock Cove, he is at the tide's mercy. Bullock Cove has not been dredged since 1962, the year the marina was built, and no major dredging of the Providence River has taken place since 1971.

Therefore, marina managers like Keyworth struggle, as the silting in the Providence River has made the river channel shallower and shallower, to the point at which many marinas have lost slips. The marina at Cove Haven has lost two or three feet since it was last dredged. In some places the water is only six inches deep at low tide, he said.

The loss of slips is a problem. But for Keyworth and the managers of other marinas, the real problem is that they can no longer get the price they want for the slips that remain, because boat owners cannot use their boats as much as they would like, said Keyworth, who is also director of the Rhode Island Marine Trade Association.

"I currently wake up every day thinking about when the tide is high — that's when most of our activity can occur," Keyworth said. "People can't use their boats when the tide is low."

The U.S. Army Corps of Engineers is now considering a plan to dredge 4.3 million cubic yards of sediment from the shipping channel. But it is not scheduled to release a final Environmental Impact Statement on the project until the spring of 2001.

Meanwhile, marinas must find a way to deal with the silt. One of the problems, Keyworth said, is that Rhode Island has yet to approve an in-water disposal site for dredge spoils, as Connecticut, Maryland and Massachusetts have done. Keyworth said he has considered dredging and taking his spoils to an upland disposal site. But this will cost $55 a cubic yard, and he has 67,000 cubic yards to remove.

A 1996 state law, the Marine Infrastructure Maintenance Act, directed the state Coastal Resources Management Council to find in-water disposal sites that marinas such as Cove Haven could use. Four sites have since been identified, one north of Conimicut Point, one north of the Newport Bridge and two along the state's South Shore.

The management council hired a consultant to study the four sites. In August of last year, the report came in. Now, the council is conducting a study that will supplement the consultant's report, said Jeff Willis, supervising environmental planner for the council. The report, which will be ready by this spring, will help marinas when they apply to use any of the four disposal sites.

A marina that wants to use the sites must earn the approval of the Coastal Resources Management Council, the state Department of Environmental Management — which reviews the effect the disposal would have on water quality — and the Army Corps of Engineers, which serves as the lead federal agency in reviewing applications for the disposal of dredge materials in the water. Other federal agencies that have a say in the application process are the Environmental Protection Agency and U.S. Fish and Wildlife Service.

The supplemental report will attempt to anticipate and answer scientific questions the Corps might ask about the four disposal sites, Willis said. For example, it may want to know that all other disposal options have been explored, he said.

The supplemental report is needed because, "There's still some outstanding questions that (the) Army Corps would ask," he said. "We're trying to look at those issues."

While nothing stops marinas from applying to use the identified in-water sites now, the supplemental report will make it easier for applicants because it provides scientific analysis that the applicant would likely need to gain approval from the Army Corps, Willis indicated.

Keyworth said disposing dredge materials in one of these four sites would cut his disposal cost to $4 to $7 a cubic yard. He added that many people have misconceptions about what lies at the bottom of marinas such as his. Unlike the spoils that have filled the Providence River shipping channel, much of which are contaminated, the silt at marinas are clean and suitable for disposal in-water, he said.

"I think there's a misconception that the material we have is unclean; that's not the case," he said. He added that the silting of the cove is a natural process. "The natural process of nature is to fill in the areas that are deepest, channels tend to fill in. Dredge material is really what nature has re-deposited."

But once it is deposited it must be removed in order for the boating industry to survive, Keyworth and others argue.

Meanwhile, Greenwich Bay Marina in Warwick last November filed an application with the Army

Corps to dredge to expand its perimeter. The marina also needs maintenance dredging, a marina employee said.

Keyworth noted that boats today displace more water than in the past. While a typical racing boat once displaced six or seven feet, today's racing boats can displace 10 feet or more, he said. Boats today displace anywhere from 12 inches to 20 feet, he said. While few boats are at the extremes, many are in the middle, he said.

"In general, boats are getting deeper, not shallower," he said. This makes dredging all the more important, he added. And the state's failure to dredge the Providence River, or come up with acceptable in-water disposal sites sooner, has been frustrating.

"We've got a great industry that we're sort of kicking the legs out from (under)," he said. "It's like buying a car, and never being able to take it to the garage (for service)."

Dredging drags on

BY LEE HELM

Old What's His Name (OWHN) and I were sitting around the other day gabbing about the likelihood of a solution and action coming forth in our lifetime to allow marinas to dredge their operations and dispose of the spoil somewhere in the Bay.

We are reporting elsewhere — excerpts from an excellent front page article in a recent edition of the *Providence Business News* — a summary of where the state stands on getting some near term dredging action especially for the boating public. Unfortunately, a lot of the dredging rhetoric seems to include discussions about dredging the Providence River so oil tankers could come up the Bay and off-load petroleum products right in the city instead of anchoring down the Bay and then transferring the petroleum into shallow-draft barges which then transport the fuel upriver. An inefficient, costly and environmentally hazardous routine.

Much of the discussion to date has been where to dump the dredged material. It seems that studies ad nauseum over the years have sought to find dumping grounds for the 4.3 million cubic yards which would be taken from the river. Various groups — including the Army Corps of Engineers, the state Department of Environmental Management, the Coastal Resources Management Council (CRMC) — have had a hand in various studies to discover where all that spoil could be dumped.

While all this has been going on, however, silt has been building up in many of the 85 marinas and 28 yacht clubs sprinkled around the Bay. As a result, that silt is making the waters too shallow in many cases for boats to enter or dock at some of the marinas and yacht clubs. In some cases, the silt buildup is increasing at an increasing rate. Unfortunately, many of the marinas are small "mom and pop" operations who cannot afford to pay the exorbitant fees for dredging and then hauling the spoil to some place on land.

I agree with Curt Spaulding, executive director of Save The Bay, when he says, "Boating-related activity is an essential part of the Rhode Island economy." He aptly describes the magnitude of the problem as far as recreational boating is concerned, noting that there are more than 85 marinas, 28 yacht clubs, nearly 100 public launching sites, more than 50 charter and pleasure boats, nine sailing schools, 16 boat builders and almost 30 major boating harbors that depend on the resolution of the dredging issue. He added that a dredging solution for the recreational boating interests "depends on the resolution of this important issue." To which I would add, SOON! Unfortunately, he is suggesting that the answer would be to dredge and then send the spoil to some inland location. The cost of this "solution" would be prohibitive for the smaller marina operator.

So as marinas continue to loose docking spaces as the silt builds up, the studies go on. As of this writing, the Corps of Engineers is working on an Environmental Impact Statement which is due to be released in the spring of 2001. It's unlikely that serious dredging action will take place before spring 2002. At the same time, the CRMC hired a consultant to study four in-water dumping sites. That report is due sometime this spring.

ENCLOSURE (2)

Activity Update:
Old Firefighting Training Area

- *Off Shore:*
  - Final ERA will be submitted in April 28, 2000
  - **Draft Final Remedial Investigation Report (RI) planned for July 2000**

- *On Shore:*
  - Draft Background Soil Investigation Report in May
    - arsenic and other metals in soils - site specific

Activity Update:
McAllister Point Landfill - Offshore

- Record of Decision -USEPA signed 3/1/00
- Notice of availability of ROD
- Deadlines for Remedial Design Documents
  - 35% Remedial Design Workplan 1May 00
  - 60% Remedial Design Workplan 20 July 00
  - 85% Remedial Design Workplan 10 Oct 00
  - Final Remedial Design Workplan 4 Jan 01
  - Project Closeout Report 30 Aug 02

Activity Update:

Tank Farm 5

- *Two additional bedrock wells installed*
- *Laboratory data results in March 21,2000*
- *Submit Data Report April 21, 2000*

Activity Update:
McAllister Point Landfill - Onshore

- Continue long term monitoring of landfill gas and groundwater
- Next event Spring 2000

Activity Update:
Derecktor Shipyard

- *On - Shore*
  - *Building 42 Sump Removal in late April 2000*
  - *Submit removal action report Summer 2000*
- *Off - Shore*
  - Funding for remediation planned for 2005/2006

Activity Update:
Melville North Landfill

- Excavation and off site disposal of material
  - Model City, NY
  - Environmental Soil Management Facility, N.H.
  - Turnkey Landfill, N.H.
  - Crapo Hill Landfill, New Bedford MA
  - BFI Landfill Fall River MA
  - Mid City Scrap, MA
- Total of 93,000 tons shipped offsite 12/99
- Scheduled Project completion Spring 2000

Activity Update:

- Gould Island
  - Started Installation Restoration Field Work in April 2000
    - Soil gas survey
    - concrete sampling
    - surface soil samples
    - drain pits
  - Analytical results in late May 2000
  - Report July 2000

ENCLOSURE (3)

Aquidneck Natural Gas Transfer Station

James A. Grasso

V.P. Public and Government Affairs

ProvGas
A ProvEnergy Company

Natural Gas on Aquidneck Island

Load Growth

System Constraints

Peak Capacity Supply

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Station Location

Extensive search

Preferred site:

- **Navy base - former building #234**

Proximity to ProvGas system

ProvGas will own and operate facility

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What is a "Natural Gas Transfer Station" ?

Transfers gas from trucks to our pipeline distribution system

LNG - delivered by truck

Vaporized, odorized and pumped

Peak cold days (8-10 days/year)

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What is "LNG" ?

Super-cooled natural gas

Regulated/prevalent

Enviable safety record

- **Trucking/usage**

ProvGas-successful 28 year history of LNG use in Rhode Island

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Benefits

- Natural gas facility- efficient
- Accommodate present and projected demand
- Interruptible to firm supply
- Natural gas vehicle fueling

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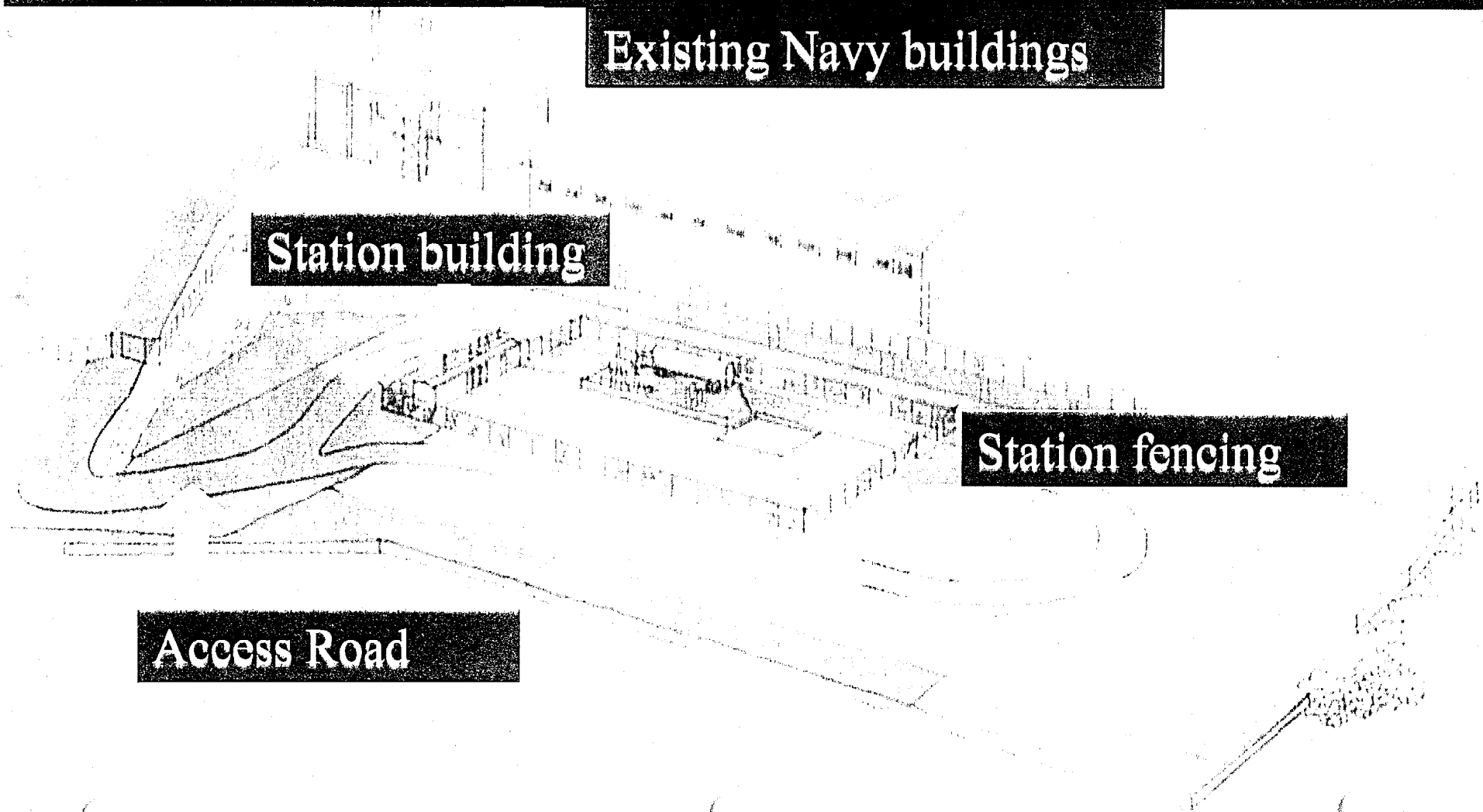
What will the station look like?



Safety

- State of the art facility
- Electronic monitoring back to Providence
- Station is manned by trained ProvGas personnel any time the facility is operating
- Self contained site
- Training for local police, fire and Navy

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What type of building is at the station?

Delivery

What does the completed building look like?

Representative Approvals

NEPA

EFSB

CRMC

PUC/Division

Middletown Zoning Board

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Conclusion

Projected completion -November 2001

Best Site

Clean, reliable energy source

Cost effective energy solution

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